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INFORMATION REPORT

CD NO.

SPECIAL ADVERTISING SECTION

COUNTRY Yugoslavia

DATE DISTR. 18 MAY 1949

SUBJECT Aircraft Engine Parts Factory at
Kraljevo, Yugoslavia

NO. OF PAGES 3 and 1 map

PLACE 25X1A6a

NO. OF ENCLS. 1 sketch
(LISTED BELOW)

ACQUIRED

DATE OF INFO: 11/11/2001

SUPPLEMENT TO
REPORT NO.

25X1X6

Date: 13 MAY 1978 By: 014

1. North of Kraljevo, on the Kraljevo-Kragujevac railroad line, is an aircraft engine parts factory, which is under the jurisdiction of the Yugoslav Ministry of National Defense. To the north of the factory, near the Zapadna Morava River, is an airfield. This factory, which was built between 1932 and 1936, manufactured French Breguet aircraft before the second world war. During the war the factory was expanded by the Germans and now manufactures parts for "Ikarus" engines. Total production figures are not known, but twice a month 15 carloads of finished parts are shipped by rail to plants in Zemun and Novi Sad where aircraft engines are assembled.* The loading of railroad cars with parts is always supervised by a commission sent from the Ministry of National Defense in Belgrade and every shipment delivered to the commission is first inspected by the factory's production chief, who is responsible for the total factory output. Until the Tito-Cominform rift, the factory acquired raw materials from the Soviet Union. Since that time, the factory has been supplied with some raw materials from Czechoslovakia as well as native raw materials from the Zenica Steel Mill, the KID Steel Combine (Kranjska Industrijska Druzba), and the Impol metal plant at Slovenska Bistrica.
2. Near the factory are several one story brick buildings with tile roofs which house factory workers. The dimensions of these buildings are 20 x 12 x 10 meters. The factory itself is surrounded by a wire fence two meters high and is guarded by six sentry posts. The main building is of brick construction and has a glass roof, with the exception of that section over the final inspection room which is tile. The building is 250 meters long, 158 meters wide, and 10 meters high, and contains the following units, which are numbered according to the attached map.
 1. Administrative offices, director, assistant director and clerical personnel.
 2. Drafting office with 10 drafting tables.
 3. Model workshop with 35 bench-vises of German manufacture and 5 model testing devices of Swiss make.
 4. Machine shop with 50 bench-vises of German and Italian manufacture, 10 fraising machines of German manufacture, and 14 drilling machines

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5. Fraising workshop with 70 fraising machines (Fraemaschinen) of various dimensions which are of German, Italian and Swiss manufacture.
 6. Grinding workshop (Schleifwerkstaette) with 40 automatic grinding lathes (Schleifbank) of German and Swiss manufacture.
 7. Turning workshop (Drehwerkstaette) with 40 turning lathes (Drehbank) of various dimensions, 32 of which are of German and Swiss origin and 8 were manufactured by the new Yugoslav plant/Zeleznik. Semi-finished steel parts are heated in this shop and then sent to the grinders (Schleifer).
 8. Forge and welding shop with 20 bench-vises (Schraubstock), 5 steam-hammers, 4 tool-sharpening machines, 10 horizontal and vertical drilling machines, and 5 large welding apparatuses. Parts are rough-shaped here. The electricians in this shop install electrical equipment and maintain electric motors throughout the factory.
 9. Final inspection section, which was formerly used for the assembly of Breguet aircraft, is now used for the final inspection of finished engine parts before storage.
 - B. Storage of raw materials, brick building with a tile roof, dimensions 50 x 30 x 8 meters.
 - C. Storage of finished parts, brick building with a tile roof, dimensions 70 x 40 x 8 meters
 - D. Transformer, brick building with a tile roof, dimensions 20 x 9 x 10 meters.
 - E. Garage, brick building with a tile roof, dimensions 70 x 20 x 8 meters.
 - F. Coke storage, brick building with a tile roof, dimensions 30 x 15 x 8 meters.
 - G. Guard house, brick building with a tile roof, dimensions 7 x 7 x 5 meters.
3. Machinery at this factory is of German, Italian, Swiss, Czech, and Yugoslav origin. The German machinery was acquired in 1941 when the Germans expanded the factory, and since the war as reparations. Italian machines were purchased before the war. The Swiss and Czechoslovak machines were purchased in 1945 and the Yugoslav machinery was acquired in 1948 from a new machine manufacturing plant in Zeleznik, which was completed in 1947. Electric power is supplied to the factory by the power plant on the Ibar River. The factory is equipped with both standard and narrow gauge railroad tracks. In addition the factory maintains 40 Chevrolet, MAN, and Dodge trucks, which are painted green and marked on the radiator with a triangle, in the middle of which is the letter "T".
4. The factory operates on a twenty-four hour basis with three work shifts. Each shift is supervised by a special inspector and production director. The factory employs a total of 600 workers, all of whom are craftsmen or former students at the Military Trade School or the Army Technical Institute in Kragujevac. Included in this total are sixty German PW's who are employed as specialists and instructors. The leading personnel of the factory are:
- Zarko GRBIC, director, a demobilized artillery Major who was formerly a student at the Military Trade School of Kragujevac. His home is in Stragari, Serbia.
- Milan RADOJICIC, assistant director, from Trstenik near Kragujevac, Serbia.
- Bosko MILIVOJEVIC, chief of production; captain in the technical branch of the artillery, born in 1914 at Stragari, Serbia.
- Pavle RADONJIC, inspector of the first shift, from Niksic, and a graduate of the Military Trade School at Kragujevac.

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Zika MARKOVIC, inspector of the second shift, from Cumic near Kragujevac, and a graduate of the Military Trade School at Kragujevac.

Misko JUMBOLT, inspector of the third shift, from Banat, a graduate of the Military Trade School at Kragujevac.

Svetozar DRAGOVIC, first shift production manager, a lieutenant in the Army Reserves Corps, home in Trebinje, Herzegovina.

Janko KRAMER, second shift production manager, from Celje, and a graduate of the Military Trade School at Kragujevac.

Momcilo MILOVOJEVIC, third shift production manager, from Desimirovac near Kragujevac, and a graduate of the Military Trade School at Kragujevac.

Vera JANKOVIC - "Proletarka", stenotypist, born in 1926 at Mataruska Banja, an active war-time Partisan, has two fingers missing on the left hand.

Momcilo MILENKOVIC, chief of the fraising workshop, Communist born in 1916 at Cacak, of medium stature.

Radomir NEDELJKOVIC, chief of the grinding workshop, Communist, born in 1914 at Kraljevo.

Tihomir RADENKOVIC, chief of the turning workshop, aged 35.

Milos TUCAKOVIC, chief of the forge and welding shop, TUCAKOVIC is described as forty years of age, of medium stature, sturdy, dark complexion, dark-haired, able, a resolute enemy of the present regime. He is allegedly under permanent surveillance by the Communists.

Vlado JEKIC, chief of the heating section.

Gradimir GVOZDENOVIC, chief of factory militia, from Sarajevo.

Radomir JOJIC, deputy chief of factory militia, from Kalinovik, Bosnia.

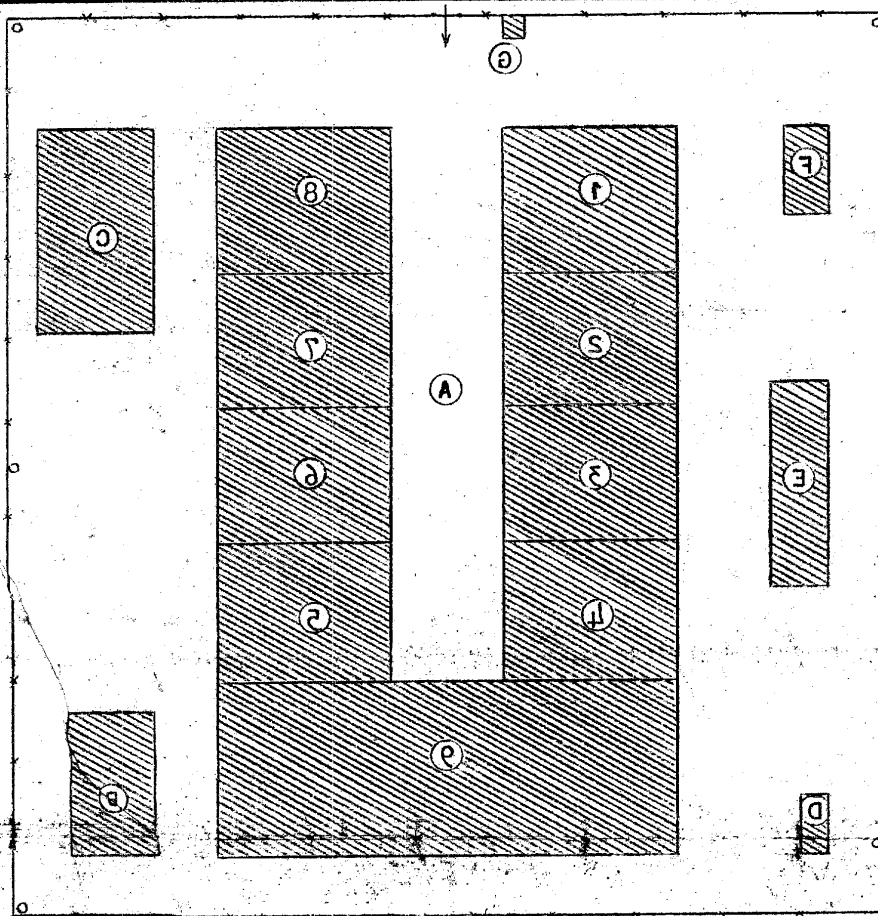
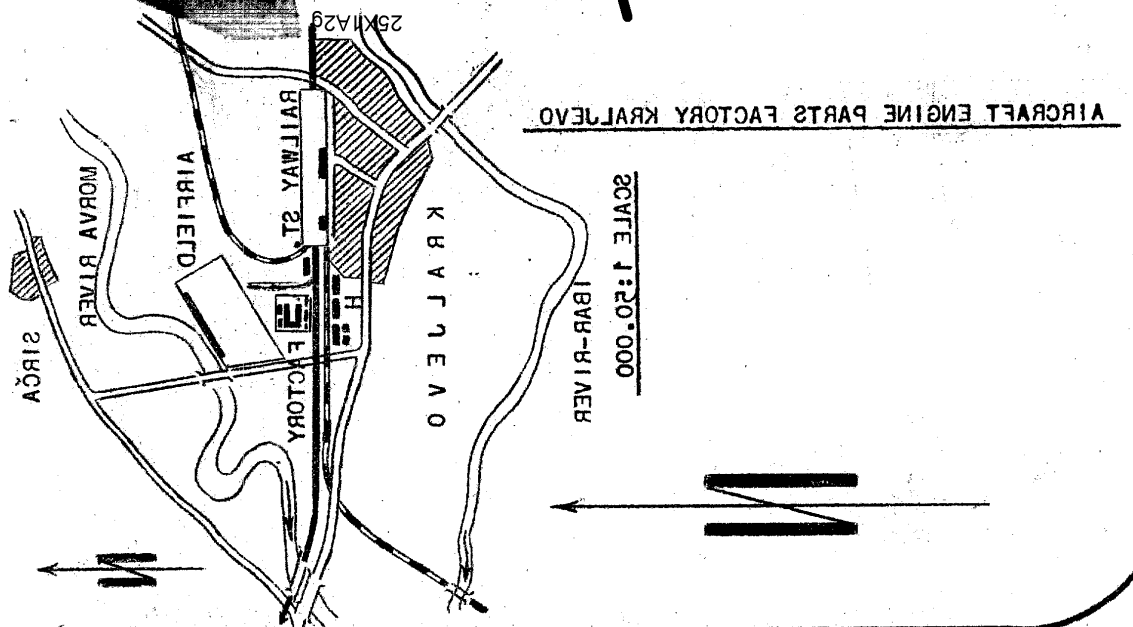
5. The factory militia, a unit of 22 men, is armed with Mauser rifles and Beretta pistols. The factory, the airfield, and nearby barracks are also guarded by a regiment of the 10th "Krajinska" Division, with headquarters at Kragujevac, which is stationed nearby at Kraljevo. The regiment is commanded by Major Ivan MASLISEK, a Communist from Maribor. According to source any sabotage action would be almost impossible, because each worker is thoroughly searched when entering or leaving the factory premises. Although, workers are chosen from the ranks of the most reliable Communists, they are allegedly dissatisfied with the factory administration, and working conditions. The

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* ~~Comment: These aircraft engine parts are apparently being shipped to the Ikarus Airplane Factory in Zemun, which was the subject of MAV-738, dated 29 November 1948. It is not known whether there is a specific type of "Ikarus" aircraft engine or whether the name is used by source to indicate that the final assembly of these parts is done at the Ikarus Factory.~~

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